

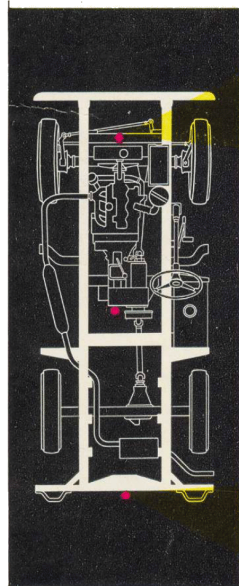


**LAND-
-ROVER**

THE
WORLD'S
MOST
VERSATILE
VEHICLE

LAND-ROVER

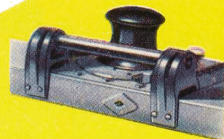
anywhere
on
earth



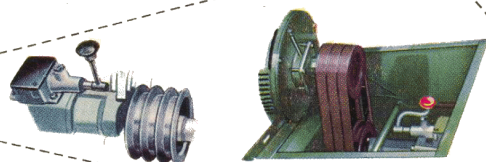
POWER
TAKE-OFF

PRIMARILY designed to help the farmer in his multifarious activities, the amazing four-wheel drive Land-Rover has also proved outstanding in blazing new trails across the world and helping in a great many ways men and women who work in difficult or inaccessible territories. Its rugged construction, power and mobility combined with its ability to drive many kinds of standing and towed machinery give it a "go anywhere", "do anything" character not possessed by any other vehicle. Indeed, in general performance, versatility and all-round economy of operation the Land-Rover is phenomenal.

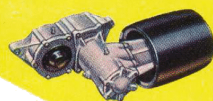
Five basic Land-Rover models are available, there being a comprehensive range of optional equipment to fit them for any job, anywhere.



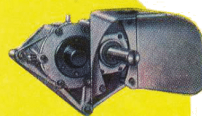
Front capstan winch.



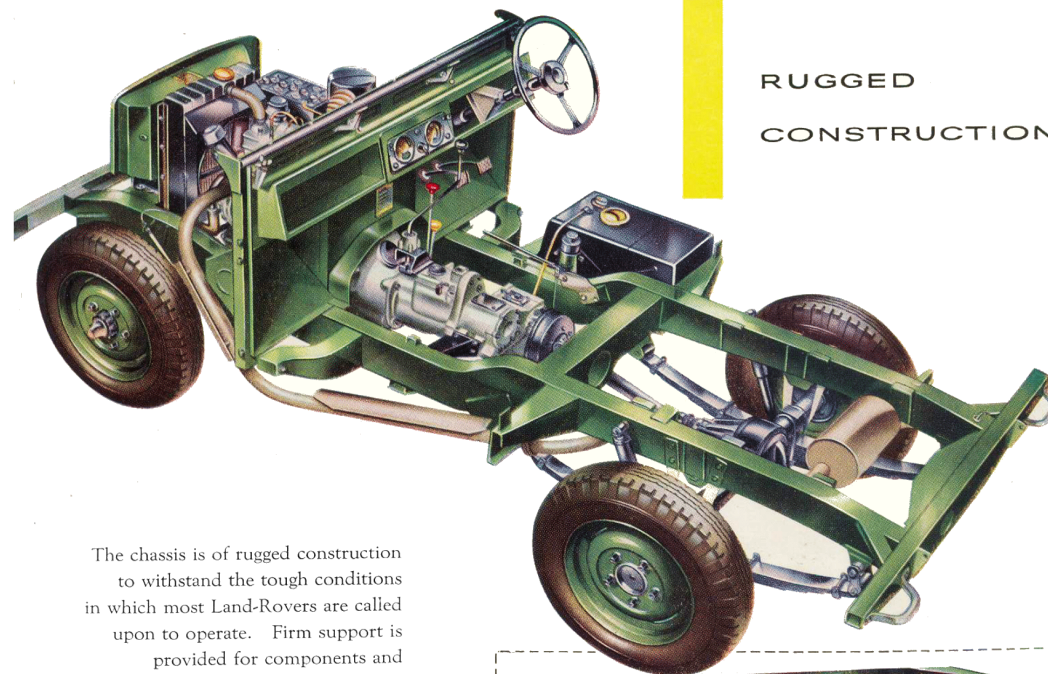
Centre power take-off pulley drives.



Rear power take-off pulley.

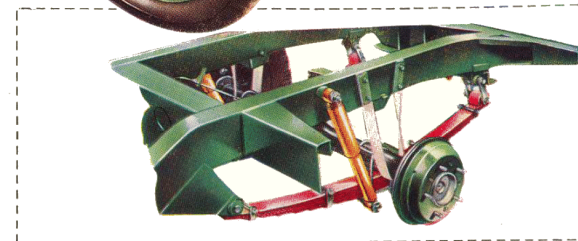


Rear power take-off drive.

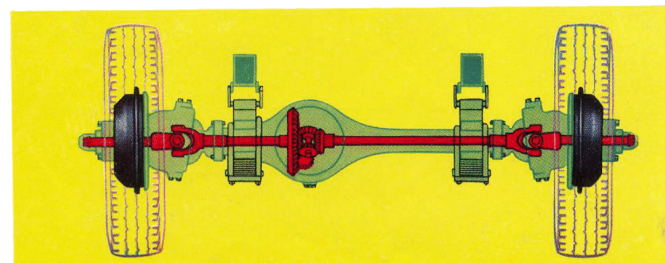


RUGGED
CONSTRUCTION

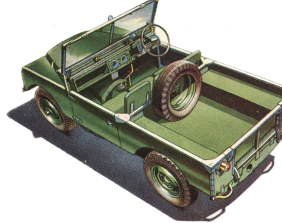
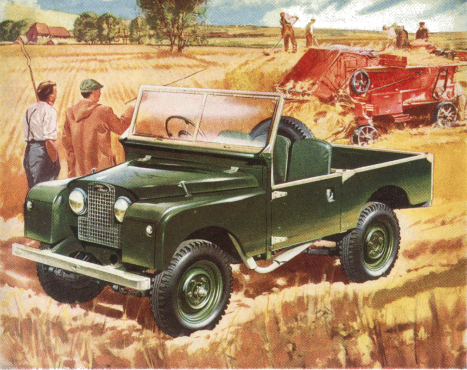
The chassis is of rugged construction to withstand the tough conditions in which most Land-Rovers are called upon to operate. Firm support is provided for components and assemblies by the welded box-section steel frame which is painted inside and out to resist corrosion. The whole unit is built for heavy duty and long service, and maintenance is made easy by sensibly straightforward design.



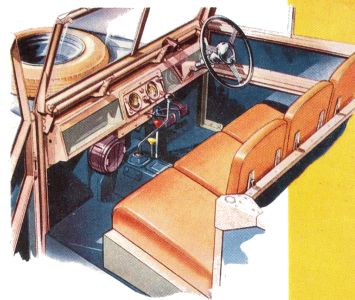
Springs are graded to give smooth riding for road work and ensure ample strength for rough cross-country conditions. Monromatic shock absorbers are fitted at all wheels.



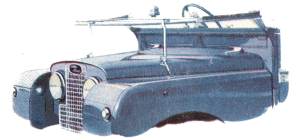
Front and rear axles of the 4-wheel drive Land-Rover are of spiral bevel design. They are exceptionally reliable and give long trouble-free service.



The 88" wheelbase 'Regular' Land-Rover is most at home on the farm where its versatility outclasses that of any other machine. It can be operated as a completely open or closed vehicle, detachable canvas hood and door windows being supplied as standard equipment.



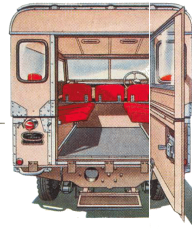
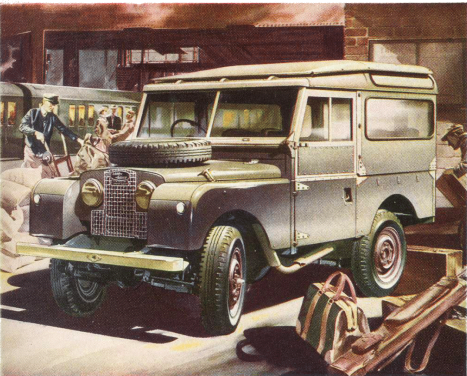
BODY FEATURES



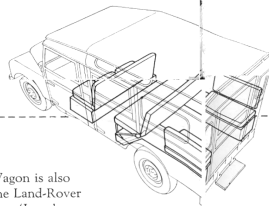
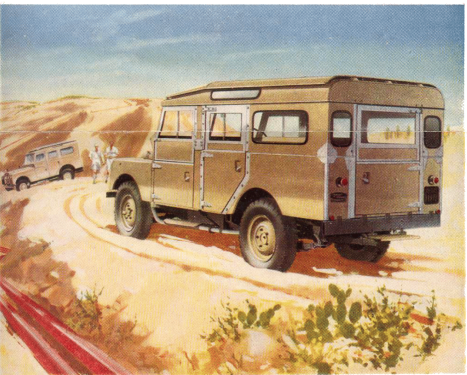
There is ample room for driver and two passengers in the front compartment where three individual seats are provided. All controls are well placed in relation to the seats so that drivers of any stature can operate them. The windscreen may be folded flat when required.

THE 4-WHEEL DRIVE

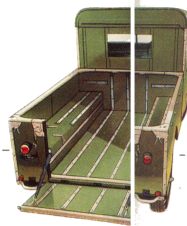
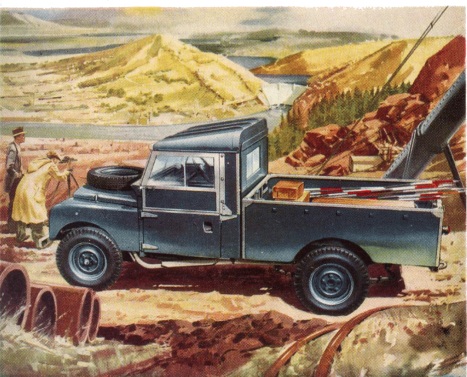
LAND-ROVER



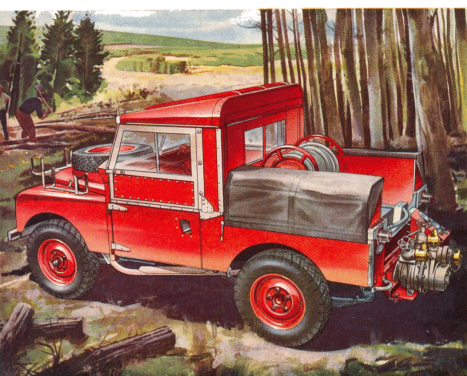
For goods or personnel carrying and for road or cross-country travel, the Land-Rover 88" wheelbase 'Regular' StationWagon is outstanding. Built for hard work it has seating for three in the front compartment and four folding seats in the body.



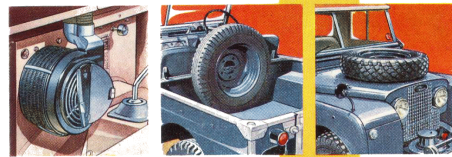
A Station Wagon is also offered on the Land-Rover 107" wheelbase 'Long' chassis. It is a "go anywhere" vehicle for survey, safari and similar duties. It can seat ten people, provide an exceptional load capacity and give comfortable sleeping accommodation for two.



The 109" wheelbase 'Long' Land-Rover is another model that plays a great number of parts. It has a capacious body and can carry bulky loads across country or on any kind of road surface. A canvas body cover is available at extra cost.

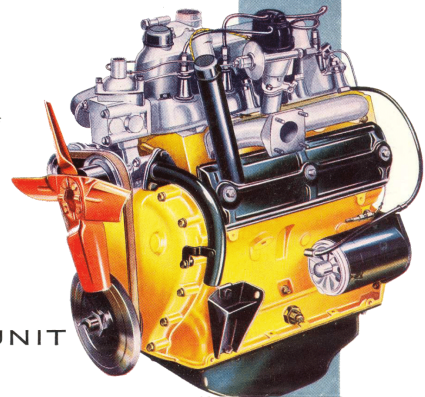


Four-wheel drive mobility makes this Land-Rover Fire Engine an outstandingly useful appliance where rough ground and limited space are likely to be encountered. Small towns and villages with narrow streets, factories, rural areas and forestry reservations are ideal locations for its activities. The metal cab shown is an optional extra.

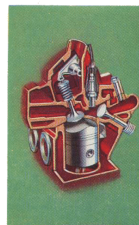


A heater with windscreen defrosting attachments can be fitted in the cab as an optional extra. Provision for carrying the spare wheel can be made either inside the body or on the bonnet, whichever is the more suitable position.

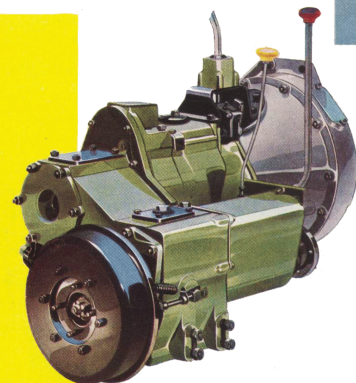
The Land-Rover engine is exceptionally robust and possesses many outstanding features. Copper-lead main and big-end bearings, for instance, give approximately four-times the life of the normal white-metal type, valves are positioned for maximum efficiency—overhead inlet, side exhaust—and the hydraulic tensioning of the timing chain makes for smooth running. It is an engine that will deal safely with any emergency and give long, trouble-free service.



POWER UNIT

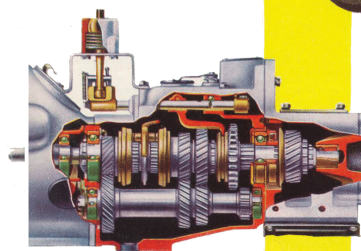


The chief design characteristics of the Land-Rover engine are found in the shape of the combustion chambers, the inverted V-shaped pistons and the use of overhead inlet and side exhaust valves. This is a highly efficient arrangement which allows weak mixtures to be burnt thus ensuring the greatest economy of operation. The engine develops 52 b.h.p. at 4,000 r.p.m. and has a maximum torque of 101 lb/ft. at 1,500 r.p.m.

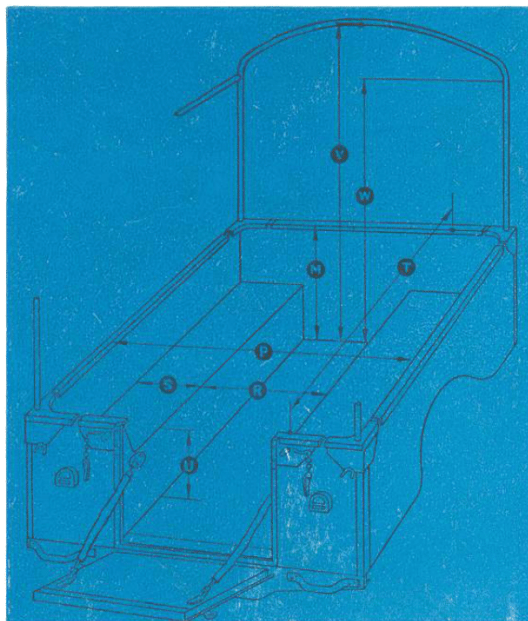


GEARBOX

Output from the Land-Rover's main gearbox is converted by an integrally mounted transfer box into alternative 'High' and 'Low' ratio drives. The main gearbox provides four forward speeds and one reverse, and since these are available in each of the two transfer ratios, a total of eight forward and two reverse speeds is available to deal with any eventuality.



SPECIFICATION



ENGINE. Flexibly mounted on rubber at four points. 4 cylinders, bore 77.8 mm. (3.063 in.), stroke 105 mm. (4.134 in.), capacity 1997 cc. (121.9 cu. in.). Maximum B.H.P. 52 at 4,000 r.p.m. Maximum torque 101 lb./ft. (14 m.Kg.) at 1,500 r.p.m. compression ratio 6.9:1. Spread bore cylinder arrangement for maximum cooling. Nickel chrome steel three-bearing counter-balanced crankshaft of ample dimensions. Copper-lead main and big-end bearings. Camshaft in crankcase driven by double roller silent chain with hydraulic tensioner.

Valves. Overhead inlet valves operated by rockers and push rods from camshaft. Side exhaust valves with inserted valve seats operated by rockers in direct contact with camshaft.

Pistons. Aluminium. Inverted V-shaped head to conform to patent design of semi-spherical combustion chamber giving increased compression turbulence. Two compression rings and two scraper rings fitted.

Ignition. Coil and battery, automatic advance. Battery 12v. 51 amp. hr.

Fuel Supply. 10-gallon (45 litres) tank under right-hand seat.

Carburettor. Down draught.

Petrol Filter. Mounted on engine side of dash.

Air Cleaner. Centrifugal and oil-bath type, with integral pre-cleaner.

Cooling System. Pump and fan, thermostatically controlled. Capacity 17 pints (9.75 litres).

Lubrication. By pressure from gear type pump forcing oil to all bearings, timing chain and valve gear. Full-flow oil filter. Capacity 10 pints (5.68 litres).

Dynamo. Automatic voltage regulator, 12v.

Starter. Operates on flywheel.

CLUTCH. Single dry plate, 9 in. (0.23 m.) diameter

TRANSMISSION. Transmission to rear and front axle by open propeller shaft via two-speed transfer box.

GEARS. Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse. Ratios:

	Main Gearbox	Transfer box High ratio	Low ratio
First gear	16.171	40.688	
Second gear	11.026	27.742	
Third gear	7.435	18.707	
Top gear	5.396	13.578	
Reverse gear	13.745	34.585	

REAR AXLE. Semi-floating, spiral bevel type. Ratio 4.7:1

OVERALL DIMENSIONS	'Regular'		'Long'	
	English	Metric	English	Metric
Wheelbase	88 in.	2.24 m.	*107 in.	2.72 m.
Track	50 in.	1.27 m.	†109 in.	2.77 m.
Ground Clearance	8 in.	0.20 m.	50 in.	1.27 m.
Turning Circle	37 ft.	11.3 m.	8 1/2 in.	0.22 m.
Overall Length	140 1/2 in.	3.58 m.	48 1/2 ft.	14.78 m.
Overall Width	62 3/8 in.	1.59 m.	173 1/2 in.	4.41 m.
Overall Height (max.)			62 3/8 in.	1.59 m.
Station Wagon	76 in.	1.93 m.	78 in.	1.98 m.
Other Types	76 in.	1.93 m.	78 in.	1.98 m.
INTERNAL DIMENSIONS				
M	14 1/2 in.	0.36 m.	20 1/2 in.	0.52 m.
P	57 1/2 in.	1.45 m.	57 1/2 in.	1.45 m.
S	36 3/8 in.	0.92 m.	36 3/8 in.	0.92 m.
S	12 in.	0.30 m.	12 in.	0.30 m.
T	45 1/2 in.	1.16 m.	72 1/2 in.	1.85 m.
U	8 1/2 in.	0.22 m.	8 1/2 in.	0.22 m.
V	46 1/2 in.	1.18 m.	52 1/2 in.	1.34 m.
W	40 1/2 in.	1.04 m.	47 in.	1.19 m.
PAYLOADS				
'Regular'	3 Persons + 1000 lb. (453.6 kg.)			
'Long'	Roads: 3 Persons + 1500 lb. (680.4 kg.)			
	Rough: 3 Persons + 1200 lb. (544.3 kg.)			
	Roads: 10 Persons or 6 Persons + 700 lb. (317.5 kg.)			
	Rough: 8 Persons or 6 Persons + 400 lb. (181.4 kg.)			

* Station Wagon † Open Vehicle

FRONT AXLE. Fitted with differential similar to rear axle. Drive to front wheels through totally enclosed universal joints.

BRAKES. Hydraulically operated foot brakes requiring very light pedal pressure and infrequent adjustment. Mechanically actuated handbrake operates on transmission shaft to rear axle. 'Long' Land-Rovers have two-leading shoes on front wheels.

STEERING. Worm and nut with recirculating ball; 15:1 ratio. Right or left-hand steering as required.

CHASSIS. Side and cross members of box section forming exceptionally rigid assembly.

SPRINGS. Semi-elliptic front and rear. Telescopic type shock absorbers front and rear.

WHEELS. Detachable disc wheels. 6.00 x 16 tyres on 88 in. wheelbase 'Regular', 7.00 x 16 tyres on 107 in. and 109 in. wheelbase 'Long'. Optional sizes available.

DRAW BAR PULL. 1,200 lb. to 2,000 lb. (550 to 900Kg.).

REAR POWER TAKE OFF. (At extra cost). Drive through back of main gearbox to rear of chassis. Can be fitted to give pulley drive for threshers, chaff cutters, circular saws, etc., or shaft drive for power mowers, binders, combine harvesters, etc.

CENTRE POWER TAKE OFF. (At extra cost). Arranged to drive (by V-belts) compressors, generators, crop-sprayers, and other portable equipment which can be mounted in the body.

BODY. Body panels of non-corrodible light alloy, all external steel fittings heavily galvanised.

RANGE OF COLOUR FINISHES.

Bodywork	GREEN	BLUE	GREY	BEIGE
Upholstery	GREEN	BLUE	BLUE	GREEN

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